



The Times

August 2019

A journal of transport timetable history and analysis

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1957.

From November 1959, VR PTTs went to a small, oblong page size, 4.5 x 6 inches, price sixpence. The style of the PTTs was similar to the 1954 version, except that they now included many memorable, often humorous, advertisements for themselves. Indeed,

this was the period of a real live-wire VR publicity section. These PTTs were issued twice yearly, for Summer and Winter, usually in November and May. See an example [HERE](#).

The VR in this period was the best publisher of PTTs in Australasia. This style lasted until June 1979. From

November 1979, what was now called VicRail adopted a new style for Country PTTs. The page size expanded to 18 x 23 cm, and glossy paper was used. The front cover was a montage of people superbly happy to be travelling by train, see [The Times' rear cover](#). Commercial advertising

MELBOURNE-STONY POINT-RED HILL										1938 Suburban										Table 120																																																																																							
READ DOWN.										Melbourne R										READ UP.																																																																																							
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Le. (Flinders-street) Ar.	Richmond	South Yarra	Hawkesburn	Toorak	Arncliffe	Malvern	Gaithfield	Gleahuntly	Ormond	McKinnon	Bentleigh	Moerabbin	Highton	Cheltenham	Mentone	Parkdale	Mordialloc	Aspendale	Edithvale	Chelsea	Bonbeach	Carrum	Seaford	Ar. Frankston T. Le.	Ar. Frankston T. Le.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Le. (Flinders-st.) Ar.	Richmond	South Yarra	Hawkesburn	Toorak	Arncliffe	Malvern	Gaithfield	Gleahuntly	Ormond	McKinnon	Bentleigh	Moerabbin	Highton	Cheltenham	Mentone	Parkdale	Mordialloc	Aspendale	Edithvale	Chelsea	Bonbeach	Carrum	Seaford	Ar. Frankston T. Le.	Ar. Frankston T. Le.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Le. (Flinders-st.) Ar.	Richmond	South Yarra	Hawkesburn	Toorak	Arncliffe	Malvern	Gaithfield	Gleahuntly	Ormond	McKinnon	Bentleigh	Moerabbin	Highton	Cheltenham	Mentone	Parkdale	Mordialloc	Aspendale	Edithvale	Chelsea	Bonbeach	Carrum	Seaford	Ar. Frankston T. Le.	Ar. Frankston T. Le.
9 20	1 28	3 3	5 32	7 29	9 24	11 18	1 13	3 7	5 2	9 23	1 20	3 7	5 3	7 1	8 55	10 35	12 15	1 35	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	9 23	1 20	3 7	5 3	7 1	8 55	10 35	12 15	1 35	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	9 23	1 20	3 7	5 3	7 1	8 55	10 35	12 15	1 35	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15																							

A Stops at Mordialloc on Saturdays only to set down (not pick up) passengers. G Goods, Car attached. The 9.20 a.m. to Stony Point and the 11.55 a.m. from Stony Point connect with boat to and from Cowes Mondays to Saturdays. 1.28 p.m. Saturdays also connects to Cowes. The 9.10 a.m. to Stony Point and 7.35 p.m. from Stony Point connect with boat to and from Cowes on Sundays. Note—(K) Arrives at 1.32 p.m. Saturdays.

RED HILL LINE (including Balmarring and Merricks).

A Goods Train, which is available for Passengers under usual conditions, runs on Red Hill Line on Mondays in connexion with the 9.20 a.m. from Melbourne, returning from Red Hill at 2.30 p.m.

MELBOURNE-MORNINGTON.										Table 121																																																																																																													
READ DOWN.										READ UP.																																																																																																													
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Le. (Flinders-st.) Ar.	Richmond	South Yarra	Hawkesburn	Toorak	Arncliffe	Malvern	Gaithfield	Gleahuntly	Ormond	McKinnon	Bentleigh	Moerabbin	Highton	Cheltenham	Mentone	Parkdale	Mordialloc	Aspendale	Edithvale	Chelsea	Bonbeach	Carrum	Seaford	Ar. Frankston T. Le.	Ar. Frankston T. Le.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Le. (Flinders-st.) Ar.	Richmond	South Yarra	Hawkesburn	Toorak	Arncliffe	Malvern	Gaithfield	Gleahuntly	Ormond	McKinnon	Bentleigh	Moerabbin	Highton	Cheltenham	Mentone	Parkdale	Mordialloc	Aspendale	Edithvale	Chelsea	Bonbeach	Carrum	Seaford	Ar. Frankston T. Le.	Ar. Frankston T. Le.																																																
6 30	9 20	10 28	12 5	1 28	3 5	5 5	7 50	9 10	11 22	8 42	9 23	10 44	12 50	1 37	3 3	5 3	7 1	8 55	10 35	12 15	1 35	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	6 30	9 20	10 28	12 5	1 28	3 5	5 5	7 50	9 10	11 22	8 42	9 23	10 44	12 50	1 37	3 3	5 3	7 1	8 55	10 35	12 15	1 35	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	6 30	9 20	10 28	12 5	1 28	3 5	5 5	7 50	9 10	11 22	8 42	9 23	10 44	12 50	1 37	3 3	5 3	7 1	8 55	10 35	12 15	1 35	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15

NOTE.—The 7.8 a.m. from Mornington to Frankston and 7.50 a.m. Frankston to Mornington are liable to cancellation on Mondays when that day is a public holiday.

inside was dropped, although there were glossy ads for VicRail's Mt Buffalo Chalet. By this time, most branch line services were operated by connecting buses. [page 8, top and bottom left]. The price charged was 50 cents. This style of PTT continued until the edition of 27 October 1985, by which time the organisation was called V/Line.

An abrupt change occurred with the PTT of February 1987, followed by editions of October 1988 and 6 August 1989 [Cover:-page 8 top right]. These were paperback book style, 10 x 21 cm, 184 pages plus covers, cost \$1. I consider these the best PTTs ever produced in Australasia – certainly the most comprehensive. They attempted to be all-round travel guides. As well

as information about rail travel, there were such things as ads from motel chains, and lists of taxis and hire cars in country towns. There was recognition – hooray, hooray – that travel does not stop at State borders. As well as interstate train services from Melbourne, there were summary tables of internal train services in other States. There was recognition that

MELBOURNE TO ST. KILDA—Mondays to Fridays.										1938 Suburban					Table 123		
Flinders-street	..	dep.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
South Melbourne	..	..	5 50	6 9	6 31	6 48	6 49	6 55	7 8	7 16	7 24	7 32	7 40	7 48	7 56	8 0
Albert Park	..	..	5 53	6 12	6 34	6 45	6 52	7 1	7 11	7 19	7 27	7 35	7 43	7 51	8 2	8 4
Middle Park	..	..	5 55	6 14	6 36	6 48	6 54	7 3	7 13	7 21	7 29	7 37	7 45	7 53	8 4	8 6
Middle Park	..	..	5 57	6 16	6 38	6 50	6 56	7 5	7 15	7 23	7 31	7 39	7 47	7 55	8 6	8 8
St. Kilda	..	arr.	5 59	6 18	6 40	6 52	6 58	7 7	7 17	7 25	7 33	7 41	7 49	7 57	8 8	8 8	
			P	P	B	P	B	B	F	B	B	P	B	B	B	P	
From 8.6 a.m. trains run from Flinders-street to St. Kilda (stopping all stations) as under. The time between Flinders-street and St. Kilda is 9 minutes, and trains depart Flinders-street at:—																	
A.M.			P.M.											P.M.		A.M.	
8	0B, 12P, 18B, 24P, 30B, 36P, 42B, 48P, 54B	..	12	0B, 8P, 16B, 24P, 32B, 40P, 48B, 56P	..	1	4B, 12P, 20B, 28P, 36P, 44P, 52B	..	7	8P, 12B, 20P, 28B, 36P, 44B, 52B	..	Flinders-street	..	dep.	11 45	12 0	
9	0E, 6B, 12P, 18B, 24E, 30P, 36B, 42P, 48B	..	2	0P, 8B, 16P, 24B, 32P, 40B, 48P, 56B	..	8	8P, 12B, 20P, 28B, 36P, 44B, 52B	..	8	8P, 12B, 20P, 28B, 36P, 44B, 52B	..	South Melbourne	..	..	11 48	12 3
10	0P, 8B, 16P, 24B, 32P, 40B, 48P, 56B	..	3	4P, 12B, 20P, 28B, 36P, 44B, 52P	..	9	8P, 12B, 20P, 28B, 36P, 44B, 52B	..	9	8P, 12B, 20P, 28B, 36P, 44B, 52B	..	Albert Park	..	..	11 50	12 5
11	4P, 12B, 20P, 28B, 36P, 44B, 52P	..	4	0B, 8B, 16B, 24P, 32B, 40B, 48P, 56B	..	10	0E, 6B, 12P, 18B, 24E, 30P, 36B, 42P, 48B, 54B	..	10	0E, 6B, 12P, 18B, 24E, 30P, 36B, 42P, 48B, 54B	..	Middle Park	..	..	11 52	12 7
			5	0P, 8B, 12P, 18B, 24P, 30B, 36P, 42B, 48P, 54B	..	11	4B, 12B, 20B, 28B, 36P, 44B, 52P	..	11	4B, 12B, 20B, 28B, 36P, 44B, 52P	..	St. Kilda	..	arr.	11 54	12 9	
Saturdays.																	
Flinders-street	..	dep.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
South Melbourne	..	..	5 50	6 9	6 31	6 43	6 49	6 55	7 8	7 16	7 24	7 32	7 40	7 48	7 56	8 0
Albert Park	..	..	5 53	6 12	6 34	6 45	6 52	7 1	7 11	7 19	7 27	7 35	7 43	7 51	8 2	8 4
Middle Park	..	..	5 55	6 14	6 36	6 48	6 54	7 3	7 13	7 21	7 29	7 37	7 45	7 53	8 4	8 6
Middle Park	..	..	5 57	6 16	6 38	6 50	6 56	7 5	7 15	7 23	7 31	7 39	7 47	7 55	8 6	8 8
St. Kilda	..	arr.	5 59	6 18	6 40	6 52	6 58	7 7	7 17	7 25	7 33	7 41	7 49	7 57	8 8	8 8	
			P	P	B	P	B	B	F	B	B	P	B	B	B	P	
From 8.6 a.m. trains run from Flinders-street to St. Kilda (stopping all stations) as under. The time between Flinders-street and St. Kilda is 9 minutes, and trains depart Flinders-street at:—																	
A.M.			P.M.											P.M.		A.M.	
8	0B, 12P, 18B, 24P, 30B, 36P, 42B, 48P, 54B	..	4	0B, 8P, 16B, 24P, 32B, 40P, 48B, 56P	..	Flinders-street	..	dep.	11 45	12 0							
9	0E, 6B, 12P, 18B, 24E, 30P, 36B, 42P, 48B	..	5	4B, 12P, 20B, 28P, 36P, 44P, 52B	..	5	4B, 12P, 20B, 28P, 36P, 44P, 52B	..	5	4B, 12P, 20B, 28P, 36P, 44P, 52B	..	South Melbourne	..	..	11 48	12 3
10	0P, 8B, 16P, 24B, 32P, 40B, 48P, 56B	..	6	0P, 8B, 16P, 24B, 32P, 40B, 48P, 56B	..	6	0P, 8B, 16P, 24B, 32P, 40B, 48P, 56B	..	6	0P, 8B, 16P, 24B, 32P, 40B, 48P, 56B	..	Albert Park	..	..	11 50	12 5
11	4B, 12P, 20B, 28B, 36P, 44B, 52P	..	7	4P, 12B, 20P, 28B, 36P, 44B, 52P	..	7	4P, 12B, 20P, 28B, 36P, 44B, 52P	..	7	4P, 12B, 20P, 28B, 36P, 44B, 52P	..	Middle Park	..	..	11 52	12 7
			12	0P, 8B, 12P, 18B, 24P, 30B, 36P, 42B, 48P, 54B	..	8	0B, 8E, 16B, 24B, 32P, 40P, 48B, 56B	..	8	0B, 8E, 16B, 24B, 32P, 40P, 48B, 56B	..	St. Kilda	..	arr.	11 54	12 9	
			1	0P, 8B, 12P, 18B, 24P, 30B, 36P, 42B, 48P, 54B	..	9	4B, 12E, 20B, 28B, 36P, 44B, 52B	..	9	4B, 12E, 20B, 28B, 36P, 44B, 52B	..						
			2	0P, 8B, 12P, 18B, 24P, 30B, 36P, 42B, 48P, 54B	..	10	0E, 6B, 12P, 18B, 24E, 30P, 36B, 42P, 48B, 54B	..	10	0E, 6B, 12P, 18B, 24E, 30P, 36B, 42P, 48B, 54B	..						
			3	4P, 12B, 20P, 28B, 36P, 44B, 52P	..	11	4B, 12B, 20B, 28B, 36P, 44B, 52P	..	11	4B, 12B, 20B, 28B, 36P, 44B, 52P	..						
Sundays.																	
Flinders-street	..	dep.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
South Melbourne	..	..	8 55	9 45	10 9	10 33	11 25	12 8	12 45	1 6	1 18	1 30	1 42	1 50	2 0	..
Albert Park	..	..	9 48	9 48	10 12	10 36	11 23	12 11	12 48	1 9	1 21	1 33	1 45	1 53	2 3	..
Middle Park	..	..	9 0	9 50	10 14	10 38	11 30	12 13	12 50	1 11	1 23	1 35	1 47	1 56	2 6	..
Middle Park	..	..	9 2	9 52	10 16	10 40	11 32	12 15	12 52	1 13	1 25	1 37	1 49	1 57	2 7	..
St. Kilda	..	arr.	9 4	9 54	10 18	10 42	11 34	12 17	12 54	1 15	1 27	1 39	1 51	1 59	2 9	..	
			B	P	B	B	B	B	B	B	B	B	B	B	B	B	
From 2 p.m. trains depart Flinders-street as under, arrive St. Kilda 9 minutes later, and connect with tram for Brighton Beach:—																	
P.M.			P.M.											P.M.		P.M.	
2	6, 16, 24, 32, 40, 48, 56	..	5	6, 18, 30, 42, 54	..	9	6, 18, 30, 42, 54	..	10	6, 18, 30, 42, 54	..	11	7, 32	..	..	..
3	4, 12, 20, 28, 36, 44, 52	..	6	6, 18, 30, 42, 54	..	10	6, 18, 30, 42, 54	..	11	7, 32	..	12	0 Midnight	..	..	..
4	6, 18, 30, 42, 54	..	7	6, 18, 30, 42, 54	..	11	7, 32	..	12	0 Midnight	..	12	0 Midnight	..	..	..
			8	6, 18, 30, 42, 54	..	12	0 Midnight	..	12	0 Midnight	..	12	0 Midnight	..	..	..
Letters after train times indicate destination of connecting tram, viz.—E Elwood Depot; P Park-street; B Brighton Beach.																	
ST. KILDA TO MELBOURNE—Mondays to Fridays.																	
St. Kilda	..	dep.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
Middle Park	..	..	6 25	6 43	6 68	7 4	7 12	7 20	7 28	7 36	7 44	7 52	8 0	8 8	8 16	..
Albert Park	..	..	6 27	6 45	6 68	7 6	7 14	7 22	7 30	7 38	7 46	7 54	8 2	8 10	8 18	..
South Melbourne	..	..	6 29	6 47	7 0	7 8	7 16	7 24	7 32	7 40	7 48	7 56	8 4	8 12	8 20	..
Flinders-street	..	arr.	6 31	6 49	7 2	7 10	7 18	7 26	7 34	7 42	7 50	7 58	8 6	8 14	8 22	..	
			B	P	B	B	B	B	B	B	B	B	B	B	B	B	
Trains leave St. Kilda as under (stopping all stations) and arrive Flinders-street 9 minutes later.																	
A.M.			P.M.											P.M.		P.M.	
8	0, 6, 12, 18, 24, 30, 36, 42, 48, 54	..	4	4, 12, 20, 28, 36, 44, 52	..	St. Kilda	..	..	dep.	11 42	11 57					
9	0, 6, 12, 18, 24, 30, 36, 42, 48, 54	..	5	0, 6, 12, 18, 24, 30, 36, 42, 48, 54	..	Middle Park	..	..	..	11 44	11 59					
10	4, 12, 20, 28, 36, 44, 52	..	6	0, 6, 12, 18, 24, 30, 36, 42, 48, 54	..	Albert Park	..	..	..	11 46	12 1					
11	0, 8, 16, 24, 32, 40, 48, 56	..	7	0, 8, 16, 24, 32, 40, 48, 56	..	South Melbourne	..	..	..	11 48	12 3					
			8	4, 12, 20, 28, 36, 44, 52	..	Flinders-street	..	arr.	11 51	12 6							
			9	0, 6, 12, 18, 24, 30, 36, 42, 48, 54	..												
			10	4, 12, 20, 28, 36, 44, 52	..												
			11	0, 8, 16, 24, 32, 40, 48, 56	..												
			12	4, 12, 20, 28, 36, 44, 52	..												
			1	0, 6, 12, 18, 24, 30, 36, 42, 48, 54	..												
			2	4, 12, 20, 28, 36, 44, 52	..												
			3	0, 8, 16, 24, 32, 40, 48, 56	..												
			4	4, 12, 20, 28, 36, 44, 52	..												
			5	0, 8, 16, 24, 32, 40, 48, 56	..												
			6	4, 12, 20, 28, 36, 44, 52	..												
			7	0, 8, 16, 24, 32, 40, 48, 56	..												
			8	4, 12, 20, 28, 36, 44, 52	..												
			9	0, 8, 16, 24, 32, 40, 48, 56	..												
			10	4, 12, 20, 28, 36, 44, 52	..												
			11	0, 8, 16, 24, 32, 40, 48, 56	..												
			12	4, 12, 20, 28, 36, 44, 52	..												
			1	0, 8, 16, 24, 32, 40, 48, 56	..												
			2	4, 12, 20, 28, 36, 44, 52	..												
			3	0, 8, 16, 24, 32, 40, 48, 56	..												
			4	4, 12, 20, 28, 36, 44, 52	..												
			5	0, 8, 16, 24, 32, 40, 48, 56	..												
			6	4, 12, 20, 28, 36, 44, 52	..												
			7	0, 8, 16, 24, 32, 40, 48, 56	..												
			8	4, 12, 20, 28, 36, 44, 52	..												
			9	0, 8, 16, 24, 32, 40, 48, 56	..												
			10	4, 12, 20, 28, 36, 44, 52	..												
			11	0, 8, 16, 24, 32, 40, 48, 56	..												
			12	4, 12, 20, 28, 36, 44, 52	..												
			1	0, 8, 16, 24, 32, 40, 48, 56	..												
			2	4, 12, 20, 28, 36, 44, 52	..												
			3	0, 8, 16, 24, 32, 40, 48, 56	..												
			4	4, 12, 20, 28, 36, 44, 52	..												
			5	0, 8, 16, 24, 32, 40, 48, 56	..												
			6	4, 12, 20, 28, 36, 44, 52	..												
			7	0, 8, 16, 24, 32, 40, 48, 56	..												

there was more to Victoria than Melbourne, with indexes of services from Melbourne, Geelong, Ballarat and Bendigo. There was recognition that travel within Victoria might extend beyond V/Line's rail network with a listing of privately operated rural bus services. With the 1988 and 1989 editions, the bus service section was expanded to show full timetables

for the main services. Alas this fine PTT only lasted for three editions.

For a number of years thereafter, it was in fact still produced, but only as a "Staff Reference" timetable in loose-leaf format. This was written as though it were for the general public, but was not available to them! I do not know if the V/Line Staff Reference Timetable is still produced.

V/Line now moved to a suite of free timetables - for individual stations or groups of stations, individual lines or bus routes and useful regional booklets. Whatever style of timetable a traveller wanted, it was available. Alas and alack, all have recently been dropped, other than the scrappy individual line or bus routes—flimsy little folders. These were often hard to

DAILY means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown.

Table 83. MELBOURNE—YARRAM—WOODSIDE—PORT ALBERT.

READ DOWN.				READ UP.			
a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.
8 20	1 16	3 41	6 0	6 45	9 5	9 5	9 20
..	1 19	3 44	..	..	..	..	..
..	1 22	3 47	..	..	..	..	..
..	1 24	3 49	..	..	..	..	..
..	1 26	3 51	..	..	..	..	..
..	1 28	3 53	..	..	..	..	..
..	1 31	3 56	..	..	..	..	..
8/37	1 34	3 59	6/18	7/3	9/22	..	..
..	1 37	4 2	..	..	..	..	..
..	1 39	4 4	..	..	..	..	..
..	1 41	4 6	..	..	..	..	..
8/44	1 43	4 8	6/25	7/10	9/29	..	..
..	1 45	4 10	..	..	..	..	..
..	1 48	4 13	..	..	..	..	..
..	1 51	4 16	..	..	..	..	..
..	1 54	4 19	..	..	..	..	..
..	1 57	4 22	..	..	..	..	..
..	2 0	4 25	..	..	..	..	..
8 59	2X 4	4X 35	6/42	7/26	9/48	..	..
9 0	a	a	6 50	7 34	10 1	..	..
9 15	8 30	a	7 0	7 43	10 10	..	..
9 29	2 89	a	7 7	7 51	10 17	..	..
9 29	2 49	a	7 15	8 11	10 25	..	..
9 34	a	a	7 20	8 16	10 29	..	..
9 42	3 15	a	7 31	8 26	10 47	..	..
..	a	a	7 36	8 31	a	..	..
9 48	a	a	7 41	8 36	a	..	..
9 51	3 60	7 10	8 0	8 44	11 10	..	..
9 56	5 0	a	8 20	9 0	a	..	..
..	a	a	8 23	9 0	a	..	..
10 20	p.m.	p.m.	8 31	9 17	a	..	..
10 23	..	..	8 38	9 24	..	..	..
10 25	..	..	8 48	9 34	..	..	..
10 41	..	..	8 53	9 45	..	..	..
10 48	..	..	9 0	9 53	..	..	..
10 55	..	..	9 0	10 0	..	..	..
11 5	..	..	9 8	10 6	..	..	..
..	..	..	9 21	10 20	..	..	..
11 17	..	..	9 35	..	..	..	..
11 26	..	..	..	..	..	..	..
11 43	..	..	..	..	..	..	..
11 48	..	..	..	..	..	..	..
11 53	..	..	..	..	..	..	..
a	..	..	..	..	..	..	..
a	..	..	..	..	..	..	..
12 13	..	..	..	..	..	..	..
a	..	..	..	..	..	..	..
12 32	..	..	..	..	..	..	..
12 38	..	..	..	..	..	..	..
12 45	..	..	..	..	..	..	..
12 51	..	..	..	..	..	..	..
12 58	..	..	..	..	..	..	..
1 6	..	..	..	..	..	..	..
1 17	..	..	..	..	..	..	..
1 25	..	..	..	..	..	..	..
1 40	..	..	..	..	..	..	..
..	p.m.	..	..	..	..	..	..
Daily.	..	Daily.	..	..	..	..	..
a.m.	..	p.m.	..	..	..	..	..
6 50	..	1 30	..	..	..	..	..
6 6	..	1 55	..	..	..	..	..

1941 Country

Explanation of Standard Reference Letters.

a Trains so marked will not stop unless required to pick up or set down passengers. If you intend to alight tell the guard at the preceding stop. If you intend to pass, tell the person in charge of the station. If there is no one in charge show the signal provided.

b Trains so marked will stop only when required to pick up passengers. It is illegal to alight from a train at a station so marked. If you intend to get on the train tell the person in charge of the station. If there is no one in charge show the signal provided.

c Indicates where you are to change trains on your journey. It is illegal to join a train at a station so marked. If you intend to alight from the train you are to change trains on your journey. Do not alight from these trains.

d Trains so marked will stop only at the following stations. Do not alight from these trains.

e Trains so marked pick up passengers only. Do not join these trains.

f Trains so marked set down passengers only. Do not join these trains.

g Trains so marked set down passengers only. Do not join these trains.

h Trains so marked set down passengers only. Do not join these trains.

Le. Means leave. Ar. Means arrive. M Rail Motor. N Rail Motor (second class only). G Goods Train with Car attached. R Refreshment Station. T Tea Stall.

Where "(See Table...)" is shown between stations, this refers to the Time-table indicating the full service between those stations.

X. Goods train with car attached (second-class only).
 Y Goods Train with car attached to Dandenong (second-class only), thence Electric Train.
 See side notes for explanation of Standard Reference Letters.

obtain, away from their area of operation, even in Melbourne.

I do not know about Victorian Railways' Suburban Public Timetables during and after WWII or whether they were discontinued or not. By 1960 there were suburban timetables issued as small, horizontal booklets, 9 x 4 inches, one for each line or group of lines. The front cover was a fares

list and the remainder timetables. Threepence each was charged.

The one and only comprehensive Suburban timetable book produced post-War was dated February 1980. It was 104 pages plus covers, 21 x 30 cm on glossy paper, cost of \$1.

As well as the official Public Timetables, there was the long-lasting

Bradshaw's Guide to Victoria, which was published monthly for 86 years from 1856 until 1942. Bradshaw's Guide is thus a major source of timetable information. I discussed this in detail in [The Times](#) December 2004, no. 249, pages 12-16. The August 1942 edition of Bradshaw's Guide to Victoria was extensively covered and illustrated in the Times in

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DAILY means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown.

Tables 58 to 67a.

Table 62. TOOLAMBA—ECHUCA—DENILQUIN.

READ DOWN.				READ UP.			
a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	
7 55	5 25	5 45		12 10	10 18		Melbourne
11 c 3	8 c 36	8 c 52		9 4	6 53		Lv. (Spencer-street) R Ar.
11 v 20	8 Y 55	9 X 10		8 c 50	6 c 25		Ar. Toolamba
11 34	9 9	9 22		8 28	6 6		Lv. Hendersyde
11 41	9 a	9 a		8 12	5 54		Ar. Tatura
11 50	9 26	9 36		8 0	5 30		Ar. Byrneside
12 5	9 40	9 47		8 15	5 11		Ar. Merrigum
12 9	9 50	10 1		7 43	5 1		Ar. Kivabram
12 22	9 56	10 1		7 34	5 1		Ar. Kyralley
12 32	a	a		7 15	4 40		Ar. Stopping Place No. 32
1 0	a	a		7 15	4 40		Ar. Tongala
2 5	a	a		7 15	4 40		Ar. Stopping Place No. 28
2 12	a	a		7 15	4 40		Ar. Koyuga
2 26	a	a		7 15	4 40		Ar. Kanyapella
2 43	a	a		7 15	4 40		Ar. Stopping Place No. 30
3 5	a	a		7 15	4 40		Ar. Echuca R
3 55	a	a		7 15	4 40		Ar. Moama
	a	a		7 15	4 40		Ar. Barnes
	a	a		7 15	4 40		Ar. Moira
	a	a		7 15	4 40		Ar. Mathoura
	a	a		7 15	4 40		Ar. Gulpa Siding
	a	a		7 15	4 40		Ar. Hill Plain
	a	a		7 15	4 40		Ar. Southdown
	a	a		7 15	4 40		Ar. Denilquin

For Melbourne-Bendigo-Echuca service, see Table 15. For Denilquin-Hay Road Motor service, see page 51. * This train is liable to cancellation on public and school holidays and at other periods of the year. Y. Steam train Tuesday, Rail Motor other days. Z Connects to Melbourne via Bendigo. (See Table 15)

NOTE.—In the event of Rail Motor being replaced by Steam Train, the Steam Train will not stop at Rail Motor Stopping Places where shown to stop at these locations.

Table 63. SHEPPARTON—KATAMATITE.

READ DOWN.		READ UP.	
a.m.	p.m.	p.m.	p.m.
7 55	5 25	12 10	10 18
11 c 29	9 c 5	8 42	6 30
Noon	9 52 5	8 c 32	6 15
12 5 0	9 41	8 14	5 53
12 15	9 53	8 12	5 41
12 27	10 5	7 55	5 34
12 34			5 28
12 38			5 19
12 46			5 10
1 4			5 1
1 20			4 55 0
1 28			4 50
2 0			4 45
2 8			4 40
2 16			4 35
2 24			4 30
2 32			4 25
2 40			4 20
2 48			4 15
2 56			4 10
3 0			4 5
3 8			4 0
3 16			3 55
3 24			3 50
3 32			3 45
3 40			3 40
3 48			3 35
3 56			3 30
4 0			3 25
4 8			3 20
4 16			3 15
4 24			3 10
4 32			3 5
4 40			3 0
4 48			2 55
4 56			2 50
5 0			2 45
5 8			2 40
5 16			2 35
5 24			2 30
5 32			2 25
5 40			2 20
5 48			2 15
5 56			2 10
6 0			2 5

S. Passenger Mail Motor (second class only).

Table 64. NUMURKAH—PICOLA.

READ DOWN.		READ UP.	
a.m.	p.m.	p.m.	p.m.
7 55		10 18	
12 27		5 20	
12 45		5 0	
1 8		a	
1 28		4 12	
a		a	
2 0		3 45	
2 8		3 40	
2 16		3 35	
2 24		3 30	
2 32		3 25	
2 40		3 20	
2 48		3 15	
2 56		3 10	
3 0		3 5	
3 8		3 0	
3 16		2 55	
3 24		2 50	
3 32		2 45	
3 40		2 40	
3 48		2 35	
3 56		2 30	
4 0		2 25	
4 8		2 20	
4 16		2 15	
4 24		2 10	
4 32		2 5	
4 40		0	

Table 65. BENALLA—YARRAWONGA—OAKLANDS.

READ DOWN.		READ UP.	
a.m.	p.m.	p.m.	p.m.
7 A 55	4 45	1 10	9 50
11 c 45	7 c 45	10 4	6 0
12 1 5	8 1 5	9 c 50	5 c 47
12 2 5	8 2 5	9 a	5 22
12 4	8 4	9 21	5 16
12 6	8 6	9 15	5 10
12 8	8 8	9 8	4 51
12 10	8 10	8 46	4 41
12 12	8 12	8 35	4 30
12 14	8 14	8 25	4 20
12 16	8 16	8 15	4 10
12 18	8 18	8 5	4 0
12 20	8 20	7 55	3 50
12 22	8 22	7 45	3 40
12 24	8 24	7 35	3 30
12 26	8 26	7 25	3 20
12 28	8 28	7 15	3 10
12 30	8 30	7 5	3 0
12 32	8 32	6 55	2 50
12 34	8 34	6 45	2 40
12 36	8 36	6 35	2 30
12 38	8 38	6 25	2 20
12 40	8 40	6 15	2 10
12 42	8 42	6 5	2 0
12 44	8 44	5 55	1 50
12 46	8 46	5 45	1 40
12 48	8 48	5 35	1 30
12 50	8 50	5 25	1 20
12 52	8 52	5 15	1 10
12 54	8 54	5 5	1 0
12 56	8 56	4 55	0 50
1 0	9 0	4 45	0 40
1 2	9 2	4 35	0 30
1 4	9 4	4 25	0 20
1 6	9 6	4 15	0 10
1 8	9 8	4 5	0
1 10	9 10	3 55	
1 12	9 12	3 45	
1 14	9 14	3 35	
1 16	9 16	3 25	
1 18	9 18	3 15	
1 20	9 20	3 5	
1 22	9 22	2 55	
1 24	9 24	2 45	
1 26	9 26	2 35	
1 28	9 28	2 25	
1 30	9 30	2 15	
1 32	9 32	2 5	
1 34	9 34	1 55	
1 36	9 36	1 45	
1 38	9 38	1 35	
1 40	9 40	1 25	
1 42	9 42	1 15	
1 44	9 44	1 5	
1 46	9 46	0 55	
1 48	9 48	0 45	
1 50	9 50	0 35	
1 52	9 52	0 25	
1 54	9 54	0 15	
1 56	9 56	0 5	
2 0	10 0	0	

A. Leaves Spencer St at 8.10 a.m. Mondays. Goods trains are run as required between Yarrowonga and Oaklands, and passengers may travel under the usual conditions. For days of running and fares consult Stationmaster, Yarrowonga. For train service to Oaklands, via Albury and The Rock, see page 74.

Table 66. BENALLA—TATONG.

READ DOWN.		READ UP.	
a.m.	p.m.	p.m.	p.m.
8 10		9 50	
11 c 45		6 0	
12 6 10		5 c 20	
a		a	
a		a	
a		a	
a		a	
2 8		3 a 5	
p.m.		p.m.	

Table 67. WANGARATTA WHITFIELD (Narrow Gauge).

Wangaratta R Targoora Lacey Oxley Skehan Docker Byrne Moyhu Angleside Claremont Dwyer Edi Hyem King Valley Jarrott Pieper Whitfield

Table 67a. WANGARATTA PEECHELBA.

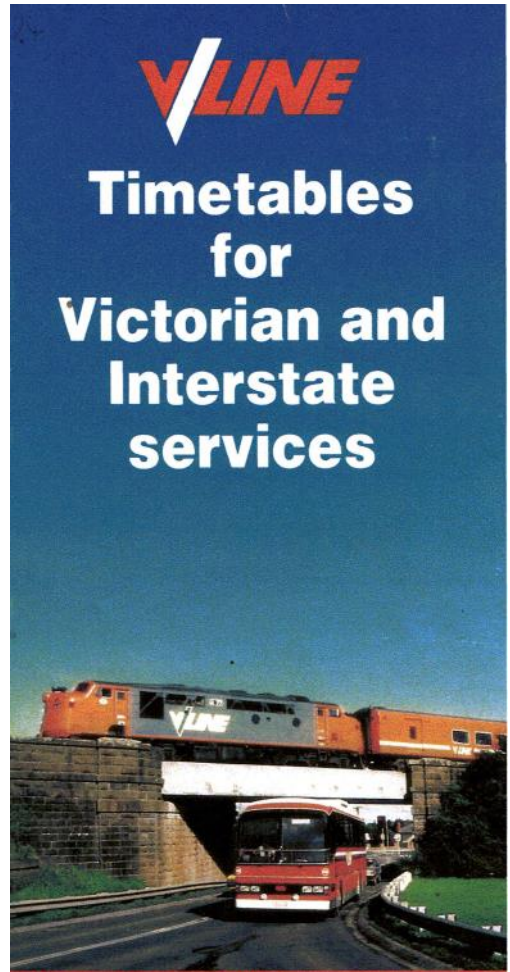
(Melbourne (Spencer-st.) R See Table 57) Wangaratta R Bowser Boorhaman Peechelba

Keep the Carriages Clean

Your co-operation in maintaining the compartments of all carriages in a clean condition will be greatly appreciated ... THE USE OF SEATS AS FOOTRESTS IS STRICTLY FORBIDDEN. Think of those who travel in the compartment after you. Be as tidy in a train as in your own home.

HELP US TO HELP YOU !

SEE OPPOSITE PAGE FOR EXPLANATION OF STANDARD REFERENCE LETTERS



Timetables for Victorian and Interstate services

Effective February '87 \$1.00

TABLE 1 MELBOURNE-BENDIGO-SWAN HILL (continued on next page)

Operates on: **MONDAY TO FRIDAY**

Altitude in Metres	Kilometres from Melbourne	Compulsory Reservation Food and Drinks Air-Conditioning Sleeping Car Lounge LC Dining OR Motorail M Service Number	Rail Motor	Rail Car	Rail Motor	Rail Car	Rail Motor	Rail Car	Rail Motor	Rail Car
9.3	MELBOURNE	8324	8328	8334	8332	8340	8306	8332	8308	8310
15	WODONGA	dep. 6.00	6.15	6.30	6.45	6.55	7.00	7.15	7.30	7.45
14	Barnawartha	arr. 7.15	7.30	7.45	7.55	8.05	8.10	8.25	8.40	8.55
14	Chiltern	arr. 7.30	7.45	7.55	8.05	8.15	8.20	8.35	8.50	9.05
14	Springhurst	arr. 7.45	7.55	8.05	8.15	8.25	8.30	8.45	8.60	8.75
14	WANGARATTA	arr. 7.55	8.05	8.15	8.25	8.35	8.40	8.55	9.10	9.25
14	BENALLA	arr. 8.10	8.20	8.30	8.40	8.50	8.55	9.10	9.25	9.40
14	Violet Town	arr. 8.25	8.35	8.45	8.55	9.05	9.10	9.25	9.40	9.55
14	Avenel	arr. 8.40	8.50	9.00	9.10	9.20	9.25	9.40	9.55	10.10
14	SEYMOUR	arr. 8.55	9.05	9.15	9.25	9.35	9.40	9.55	10.10	10.25
14	Tallarook	arr. 9.10	9.20	9.30	9.40	9.50	9.55	10.10	10.25	10.40
14	Broadford	arr. 9.25	9.35	9.45	9.55	10.05	10.10	10.25	10.40	10.55
14	Kilmore East	arr. 9.40	9.50	10.00	10.10	10.20	10.25	10.40	10.55	11.10
14	Wandong	arr. 9.55	10.05	10.15	10.25	10.35	10.40	10.55	11.10	11.25
14	Heathcote Junction	arr. 10.10	10.20	10.30	10.40	10.50	10.55	11.10	11.25	11.40
14	Wallan	arr. 10.25	10.35	10.45	10.55	11.05	11.10	11.25	11.40	11.55
14	Beveridge	arr. 10.40	10.50	11.00	11.10	11.20	11.25	11.40	11.55	12.10
14	Donnybrook	arr. 10.55	11.05	11.15	11.25	11.35	11.40	11.55	12.10	12.25
14	Craigburn Q	arr. 11.10	11.20	11.30	11.40	11.50	11.55	12.10	12.25	12.40
14	Broadmeadows Q	arr. 11.25	11.35	11.45	11.55	12.05	12.10	12.25	12.40	12.55
14	Essendon Q	arr. 11.40	11.50	12.00	12.10	12.20	12.25	12.40	12.55	13.10
14	North Melbourne Q	arr. 11.55	12.05	12.15	12.25	12.35	12.40	12.55	13.10	13.25
14	MELBOURNE Q	arr. 12.10	12.20	12.30	12.40	12.50	12.55	13.10	13.25	13.40
14	(Spencer Street Platform No.)	arr. 12.25	12.35	12.45	12.55	13.05	13.10	13.25	13.40	13.55

TABLE 1 MELBOURNE-BENDIGO-SWAN HILL (continued on next page)

Operates on: **SATURDAY**

Altitude in Metres	Kilometres from Melbourne	Compulsory Reservation Food and Drinks Air-Conditioning Sleeping Car Lounge LC Dining OR Motorail M Service Number	Rail Motor	Rail Car	Rail Motor	Rail Car	Rail Motor	Rail Car	Rail Motor	Rail Car
9.3	MELBOURNE	8324	8328	8334	8332	8340	8306	8332	8308	8310
15	WODONGA	dep. 6.00	6.15	6.30	6.45	6.55	7.00	7.15	7.30	7.45
14	Barnawartha	arr. 7.15	7.30	7.45	7.55	8.05	8.10	8.25	8.40	8.55
14	Chiltern	arr. 7.30	7.45	7.55	8.05	8.15	8.20	8.35	8.50	9.05
14	Springhurst	arr. 7.45	7.55	8.05	8.15	8.25	8.30	8.45	8.60	8.75
14	WANGARATTA	arr. 7.55	8.05	8.15	8.25	8.35	8.40	8.55	9.10	9.25
14	BENALLA	arr. 8.10	8.20	8.30	8.40	8.50	8.55	9.10	9.25	9.40
14	Violet Town	arr. 8.25	8.35	8.45	8.55	9.05	9.10	9.25	9.40	9.55
14	Avenel	arr. 8.40	8.50	9.00	9.10	9.20	9.25	9.40	9.55	10.10
14	SEYMOUR	arr. 8.55	9.05	9.15	9.25	9.35	9.40	9.55	10.10	10.25
14	Tallarook	arr. 9.10	9.20	9.30	9.40	9.50	9.55	10.10	10.25	10.40
14	Broadford	arr. 9.25	9.35	9.45	9.55	10.05	10.10	10.25	10.40	10.55
14	Kilmore East	arr. 9.40	9.50	10.00	10.10	10.20	10.25	10.40	10.55	11.10
14	Wandong	arr. 9.55	10.05	10.15	10.25	10.35	10.40	10.55	11.10	11.25
14	Heathcote Junction	arr. 10.10	10.20	10.30	10.40	10.50	10.55	11.10	11.25	11.40
14	Wallan	arr. 10.25	10.35	10.45	10.55	11.05	11.10	11.25	11.40	11.55
14	Beveridge	arr. 10.40	10.50	11.00	11.10	11.20	11.25	11.40	11.55	12.10
14	Donnybrook	arr. 10.55	11.05	11.15	11.25	11.35	11.40	11.55	12.10	12.25
14	Craigburn Q	arr. 11.10	11.20	11.30	11.40	11.50	11.55	12.10	12.25	12.40
14	Broadmeadows Q	arr. 11.25	11.35	11.45	11.55	12.05	12.10	12.25	12.40	12.55
14	Essendon Q	arr. 11.40	11.50	12.00	12.10	12.20	12.25	12.40	12.55	13.10
14	North Melbourne Q	arr. 11.55	12.05	12.15	12.25	12.35	12.40	12.55	13.10	13.25
14	MELBOURNE Q	arr. 12.10	12.20	12.30	12.40	12.50	12.55	13.10	13.25	13.40
14	(Spencer Street Platform No.)	arr. 12.25	12.35	12.45	12.55	13.05	13.10	13.25	13.40	13.55

TABLE 18 ALBURY-SHEPPARTON-MELBOURNE

Operates on: **M to F**

Altitude in Metres	Kilometres from Melbourne	Compulsory Reservation Food and Drinks Air-Conditioning Sleeping Car Lounge LC Dining OR Motorail M Service Number	Rail Motor	Rail Car	Rail Motor	Rail Car	Rail Motor	Rail Car	Rail Motor	Rail Car
9.5	MELBOURNE	8324	8328	8334	8332	8340	8306	8332	8308	8310
141	SEYmour	arr. 10.15	10.25	10.35	10.45	10.55	11.00	11.15	11.30	11.45
130	Nagambie	arr. 10.30	10.40	10.50	11.00	11.10	11.15	11.30	11.45	11.60
122	Murchison East	arr. 10.45	10.55	11.05	11.15	11.25	11.30	11.45	11.60	11.75
117	Toolamba	arr. 10.60	10.70	10.80	10.90	11.00	11.05	11.20	11.35	11.50
113	Mooroopna	arr. 10.75	10.85	10.95	11.05	11.15	11.20	11.35	11.50	12.05
113	Shepparton	arr. 10.90	11.00	11.10	11.20	11.30	11.35	11.50	12.05	12.20
113	182 SHEPPARTON R.S. Shepparton T/s (Wyndham Street)	arr. 11.05	11.15	11.25	11.35	11.45	11.50	12.05	12.20	12.35
108	199 Tallygaroopna R.S.	arr. 11.20	11.30	11.40	11.50	12.00	12.05	12.20	12.35	12.50
108	215 NUMURKAH R.S.	arr. 11.35	11.45	11.55	12.05	12.15	12.20	12.35	12.50	13.05
109	235 Strathmerton R.S.	arr. 11.50	12.00	12.10	12.20	12.30	12.35	12.50	13.05	13.20
109	235 Strathmerton T/s	arr. 12.05	12.15	12.25	12.35	12.45	12.50	13.05	13.20	13.35
115	250 COBRAM R.S.	arr. 12.20	12.30	12.40	12.50	13.00	13.05	13.20	13.35	13.50
11	251 TOCUMWAL (N.S.W.) R.S.	arr. 13.35	13.45	13.55	14.05	14.15	14.20	14.35	14.50	15.05

TABLE 19 MELBOURNE-SHEPPARTON-NOWARRARA-COBAM TOCUMWAL (N.S.W.) (CO-ORDINATED ROAD COACH SERVICE)

Operates on: **SATURDAY**

Altitude in Metres	Kilometres from Melbourne	Compulsory Reservation Food and Drinks Air-Conditioning Sleeping Car Lounge LC Dining OR Motorail M Service Number	Road Coach	Road Coach	Road Coach	Road Coach	Road Coach	Road Coach	Road Coach	Road Coach
9.5	MELBOURNE	8324	8328	8334	8332	8340	8306	8332	8308	8310
141	SEYmour	arr. 10.15	10.25	10.35	10.45	10.55	11.00	11.15	11.30	11.45
130	Nagambie	arr. 10.30	10.40	10.50	11.00	11.10	11.15	11.30	11.45	11.60
122	Murchison East	arr. 10.45	10.55	11.05	11.15	11.25	11.30	11.45	11.60	11.75
117	Toolamba	arr. 10.60	10.70	10.80	10.90	11.00	11.05	11.20	11.35	11.50
113	Mooroopna	arr. 10.75	10.85	10.95	11.05	11.15	11.20	11.35	11.50	12.05
113	Shepparton	arr. 10.90	11.00	11.10	11.20	11.30	11.35	11.50	12.05	12.20
113	182 SHEPPARTON R.S. Shepparton T/s (Wyndham Street)	arr. 11.05	11.15	11.25	11.35	11.45	11.50	12.05	12.20	12.35
108	199 Tallygaroopna R.S.	arr. 11.20	11.30	11.40	11.50	12.00	12.05	12.20	12.35	12.50
108	215 NUMURKAH R.S.	arr. 11.35	11.45	11.55	12.05	12.15	12.20	12.35	12.50	13.05
109	235 Strathmerton R.S.	arr. 11.50	12.00	12.10	12.20	12.30	12.35	12.50	13.05	13.20
109	235 Strathmerton T/s	arr. 12.05	12.15	12.25	12.35	12.45	12.50	13.05	13.20	13.35
115	250 COBRAM R.S.	arr. 12.20	12.30	12.40	12.50	13.00	13.05	13.20	13.35	13.50
11	251 TOCUMWAL (N.S.W.) R.S.	arr. 13.35	13.45	13.55	14.05	14.15	14.20	14.35	14.50	15.05

TABLE 415 MELBOURNE - BENALLA - YARRAWONGA

Days of operation Service No.	M to F 8305	M to F 8321	Sat. 8305	Sat. 8325	Sun. 8343
Train/Coach	IC Train	IC Train	IC Train	IC Train	IC Train
Compulsory Res.	U	U	U	U	U
Catering	X	X	X	X	X
Accommodation	F & Y	F & Y	F & Y	F & Y	F & Y
MELBOURNE (Spencer St.) dep.	a.m. 8 27	p.m. 5 15	a.m. 8 10	p.m. 5 50	p.m. 6 05
BENALLA R.S. arr.	10 40x	7 42x	10 24x	8 06x	8 27x
BENALLA R.S. dep.	10 45	7 50	10 30	8 15	8 35
Goorambat dep.	11 00	8 05	10 45	8 30	8 50
Devenish dep.	11 10	8 15	10 55	8 40	9 00
St. James dep.	11 15	8 20	11 00	8 45	9 05
Tungamah dep.	11 25	8 30	11 10	8 55	9 15
Yarrowonga dep.	11 50	8 55	11 35	9 20	9 40
YARRAWONGA R.S. arr.	11 55	9 00	11 40	9 25	9 45

COACH STOP LOCATIONS
 R.S. - Railway Station
 Goorambat - Notans Store
 Devenish - Woods Store
 St. James - St. James Motors
 Tungamah - Tungamah Hotel
 Yarrowonga - Daigety's Agency, Beimore Street.

Sydney Express
To Sydney Overnight - EVERY NIGHT
Sleepers, Seats, Dining and Club Cars.
See Table 1

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TABLE 416 SYDNEY - BENALLA - SHEPPARTON

Days of operation Service No.	Su to Thu 8616	M to F 8310	M to F 8321	M to F 8670	M to Sa 8670	Sat 8670	Sun 8670
Train/Coach	IC Train	IC Train	IC Train	IC Train	IC Train	IC Train	IC Train
Compulsory Res.	U	U	U	U	U	U	U
Catering	X	X	X	X	X	X	X
Dining	U	U	U	U	U	U	U
Lounge	U	U	U	U	U	U	U
Accommodation	F & Y	F & Y	F & Y	F & Y	F & Y	F & Y	F & Y
Sleeping	U	U	U	U	U	U	U
SYDNEY dep.	8 00	a.m. 8 00	p.m. 12 10	p.m. 12 10			
ALBURY arr.	4 50			7 20x			
Wangaratta dep.	5 00	6 20		7 45			7 00
BENALLA R.S. arr.	5 52	7 17		8 50			
BENALLA R.S. dep.	6 23x	7 41x					
SHEPPARTON R.S. dep.							

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TABLE 200 BALLARAT - BACCHUS MARSH - MELBOURNE

Days of operation Service No.	M to F 8106	F & M 8110	M to F 8112	M to F 8114	M to F 8116	M to F 8118	M to F 8120
Train/Coach	Train	Train	Train	Train	Train	Train	Train
Compulsory Res.	U	U	U	U	U	U	U
Catering	X	X	X	X	X	X	X
Accommodation	F & Y	F & Y	F & Y	F & Y	F & Y	F & Y	F & Y
BALLARAT (R) dep.	a.m. 5 00	a.m. 5 00	a.m. 5 00	a.m. 5 00	a.m. 5 00	a.m. 5 00	a.m. 5 00
BACCHUS MARSH dep.	5 40	5 54	6 29	6 55	7 21	7 47	8 13
Melton dep.	6 00	6 09	6 50	7 16	7 42	8 08	8 34
Deer Park dep.	6 09	6 12	7 00	7 26	7 52	8 18	8 44
Ardeer dep.	6 12	6 15	7 03	7 29	7 55	8 21	8 47
Sunshine dep.	6 19d	6 22d	7 09d	7 35d	8 02d	8 28d	8 54d
West Footscray dep.	6 26d	6 29d	7 15d	7 41d	8 07d	8 33d	8 59d
Footscray dep.	6 32d	6 35d	7 21d	7 47d	8 13d	8 39d	9 05d
North Melbourne dep.	6 32d	6 35d	7 21d	7 47d	8 13d	8 39d	9 05d
MELBOURNE (Spencer St.) arr.	6 36	7 00	7 30	7 52	8 18	8 25	8 55

TABLE 200 BALLARAT - BACCHUS MARSH - MELBOURNE

Days of operation Service No.	Sat 8110	Sat 8108	Sat 8116	Sat 8120	Sat 8122	Sat 8130	Sat 8132
Train/Coach	Train	Train	Train	Train	Train	Train	Train
Compulsory Res.	U	U	U	U	U	U	U
Catering	X	X	X	X	X	X	X
Accommodation	F & Y	F & Y	F & Y	F & Y	F & Y	F & Y	F & Y
BALLARAT (R) dep.	a.m. 5 00	a.m. 5 00	a.m. 5 00	a.m. 5 00	a.m. 5 00	a.m. 5 00	a.m. 5 00
BACCHUS MARSH dep.	6 30	6 45	7 25	7 42	8 36	8 49	9 43
Melton dep.	6 30	6 45	7 25	7 42	8 36	8 49	9 43
Rockbank dep.	6 53	7 04	7 51	8 03	8 57	9 10	10 04
Deer Park dep.	7 07	7 13	8 06	8 18	9 12	9 25	10 19
Ardeer dep.	7 13d	7 19d	8 12d	8 24d	9 18d	9 31d	10 25d
Sunshine dep.	7 20d	7 26d	8 19d	8 31d	9 25d	9 38d	10 32d
Footscray dep.	7 20d	7 26d	8 19d	8 31d	9 25d	9 38d	10 32d
North Melbourne dep.	7 20d	7 26d	8 19d	8 31d	9 25d	9 38d	10 32d
MELBOURNE (Spencer St.) arr.	7 00	7 30	8 30	8 55	9 25	11 20	11 42

DAYLINK
To Adelaide in Daylight
Monday to Saturday
Train & Luxury Coach
See Table 3

'P' is for picture bus: a snapshot of picture and theatre bus, tram and train services

STEVEN HABY

BEFORE THE WIDESPREAD USE of cars became the norm in Australia to travel to and from entertainment venues such as the local picture theatre or cinema, it was quite common for the local bus service to provide special trips for intending cinema or theatre goers. A special 'picture bus' may have run to take

patrons to and from a theatre or cinema long after normal services had finished for the day. In many cases these services were highlighted in the timetables. To a lesser extent tram services—particularly in regional Australia—adjusted their timetables to suit the traffic offering and, in rare cases, the railways provided a 'theatre

train' on a Friday.

This article provides a snapshot of the variety of services on offer to cater for the theatre or cinema patron from the 1940s until the mid-1970s.

Rail

It can be argued that, because suburban rail services (by their nature)

TABLE 25—GEELONG

(Continued on next page)

Figure 1	Mon. to Sat.	"Mildura Sun-light" Tues., Wed., Thur.	"The Flier" Mon. to Sat.	Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Mon. to Fri.	Mon. to Fri.	Exp. Mon. to Fri.	Mon., Tues., Wed., Thur.	Fri.	Exp. Sat.	Sat.	Mon. to Sat.	Sundays		
MELBOURNE R	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.
(Flinders St.) ... dep.	7 9	7 50	8 25	9 25	9 25M	10 55M	12 15	12 33	3 57	5 10	6 5	6 5	6 10	6 20	11 25	9 10	2 20	7 35
(Spencer St.) ... dep.	7 12f	*	*	*	*	*	*	*	*	*	*	*	*	*	11 33f	9 15f	2 25f	7 40f
North Melbourne ...	7 18f	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9 23f	2 33f	7 48f
Footscray ...	7 25f	*	*	9 38f	9 39f	11 9f	12 30f	12 48f	4 12f	*	6 14f	6 14f	*	6 28f	*	9 30f	2 41f	7 55f
Newport ...	A	*	*	*	*	*	12 35	12 53	*	*	6 21f	6 21f	*	6 36f	*	*	*	*
Paisley ...	*	*	*	*	*	*	12 35	12 53	*	*	6 26	6 26	*	6 41	*	*	*	*
Galvin ...	7 37	*	*	*	*	*	12 40	12 58	*	*	6 31	6 31	*	6 45	*	*	*	*
GEELONG R	arr.	9 20	10 33	10 50	12 15	1 45	2 0	5 5	6 7	7 35	7 35	7 10	7 55	12 30	10 35	3 45	9 8	
(Flinders St.) ... dep.	8 45	9 35 (To Pt. Fairy) (See table 27)	10 33	10 50	12 15	1 45	2 0	5 5	6 7	7 35	7 35	7 10	7 55	12 30	10 35	3 45	9 8	

* Does not stop or pick up or set down passengers.
 § Stops only if required to pick up or set down passengers.
 †† Stops only if required to set down passengers.
 ● Air-conditioned sitting carriages attached.
 † Stops definitely to pick up only.
 †† Stops if required to pick up passengers only.

A Stops Monday to Friday inclusive only.
 B May stop on Wednesdays, Fridays only, if required to set down passengers.
 D May stop Wednesday only if required to set down passengers.
 M Rail Motor.
 R Refreshment Room.

TABLE 25 (cont.)—GEELONG

Figure 2	Mon. to Fri.	Mon. to Sat.	Mon. to Fri.	Sat.	Mon. to Sat.	Mon. to Fri.	Sat.	Mon. to Fri.	"The Flier" Mon. to Sat.	Mon. to Fri.	Sat.	Fri.	Sat.	Mon. to Fri.	Sundays		
GEELONG R	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.
North Geelong ... dep.	6 15	7 30	9 15	9 15	10 45B	11 35M	12 15	1 52M	5 8	5 32	6 15	6 25M	7 5J	7 30J	8 45	6 40	8 35B
North Shore ...	6 24	*	9 19	9 19	*	11 39	12 19	1 56	*	5 36	*	*	*	*	8 49	6 44	*
Corio ...	6 32§	7 39E	9 22	9 22	*	11 43§	12 23§	2 2F	*	5 40	6 23	6 32	D	D	8 54	6 48	*
Lara ...	6 32§	7 39E	9 26	9 26	*	11 48	12 26	2 2F	*	5 44	6 27	*	7 13D	7 38D	8 59	6 53	*
Little River ...	6 39	*	9 41	9 41	*	11 55	12 32	*	*	5 50	6 31	*	7 17D	7 42D	9 5	6 59	*
Manor ...	6 39	*	9 41	9 41	*	12 5	12 41	*	*	5 57	6 37	*	7 23D	7 48D	9 15	7 9	*
Warrabee ...	6 53	8 0	9 47A	9 47§	11 14	12 20	12 55	2 29	*	6 4	6 12	6 48	7 34	7 59	9 28	7 21	9 4
Aircraft Siding Platform ...	7 2	*	10 4	10 3	*	12 31	1 4	2 40	*	6 22	*	*	7 42D	8 7D	9 37	7 29	*
Laverton ...	7 5	*	10 7	10 6	*	12 9	*	*	*	6 24	*	*	*	*	*	*	*
Galvin ...	7 8	*	10 10	10 9	*	12 9	*	*	*	*	*	*	*	*	*	*	*
Paisley ...	7 14	*	10 15	10 14	*	12 14	*	*	*	*	*	*	*	*	*	*	*
Newport ...	7 21g	8 21g	10 22g	10 24g	*	12 49g	1 20g	2 54g	*	6 43g	*	*	*	*	9 54g	7 39g	9 20g
Footscray ...	7 28g	*	*	*	*	*	*	*	*	*	*	*	7 59g	8 22g	10 1g	7 46g	*
North Melbourne ...	7 34g	*	*	*	*	*	*	*	*	*	7 20g	7 27g	*	*	*	*	*
MELBOURNE R	arr.	7 40	8 40	10 40	11 45	1 5	1 35	3 10	6 5	7 0	7 24g	7 31g	8 10	8 33	10 10g	7 58g	9 36g
(Spencer St.) ... arr.	...	...	...	...	...	...	...	...	...	...	7 28	7 35	...	...	10 15	8 3	9 45

* Does not stop to pick up or set down passengers.
 § Stops only, if required, to pick up or set down passengers.
 g Stops definitely to set down only.
 A May stop on Wed., Fri., only, if required, to pick up passengers.
 B Arrives from Warrnambool (See table 27).
 ● Air-conditioned sitting carriages attached.
 D May stop only, if required, to set down passengers from stations beyond Geelong.

E Stops Saturdays only.
 F May stop Wed., only, if required, to pick up Students.
 J Arrives from Port Fairy (See table 27)
 M Rail Motor.
 R Refreshment Room.

provided a relatively high frequency during the day and evening, special picture or theatre trains were not included in the timetable, indicated as such—or actually ever ran at all. However, there were some exceptions for country services. For many years the Geelong to Melbourne service included a Friday-only train which departed Geelong at 6.25pm terminating at Flinders Street at 7.35pm in good time for a show starting at 8.00pm. An extract from the 1961 Victorian Railways public timetable is shown in [Figure 1](#).

What is interesting about the 6.25pm Fridays only service is that it is run by a railmotor and that the stopping pattern was minimal with only a pickup at North Shore at 6.32pm with an express run through to North Melbourne. Why North Shore was selected rather than (say) North Geelong as a pickup stop remains a mystery to me given that, even today, North Shore is surrounded primarily with industry rather than residential development.

There was a Saturday only service departing 10 minutes earlier but with a more judicious stopping pattern to Flinders Street.

Theatre and cinema goers heading home to Geelong were able to avail themselves of a direct service from Flinders Street [\[Figure 2\]](#). This ran Mondays to Saturdays and departed at 11.25pm and had scheduled pick-ups at Spencer Street and North Melbourne, followed by an express run to Corio to set down (if required) then stops at North Shore and North Geelong before arriving at Geelong at 12.30am the next morning.

Interestingly, this train was locomotive-hauled rather than being a rail motor. This may have been justified, given the traffic offering with a night out in the 'big smoke'. Sadly passengers on the 12.30am arrival would have either had to catch a taxi or make other arrangements as the local city buses had finished by midnight.

In terms of suburban rail services, I've not been able to verify if specific trains were scheduled to cater for the needs of cinema and theatre goers. In the 1939 Victorian Railways suburban

timetable, Hurstbridge line passengers beyond Heidelberg could linger over their coffee or tea after a show to catch the 11.35pm Heidelberg which connected with the 12.02am Hurstbridge arriving at the terminus 35 minutes later. Until the late 1980s, the Alamein line on Saturdays had two direct trains to and from Alamein at lunchtime and at around 5.00pm rather than the usual shuttle terminating at Camberwell. Arguably, this could have been for the Saturday matinee and evening theatre crowd potentially but more likely it was a remnant of the days when many office people worked Saturday mornings to lunchtime.

Tram

Similar to suburban railway services, the relatively high frequency of tram services did not necessitate the provision of additional services. In the course of my research for this article

however it appeared that concerns were expressed in regards to the conclusion of a performance or film and connections with the last trams for the evening. Indeed—on Wednesday 30 July 1941, an article on page 4 of the *Kalgoorlie Miner* mentioned a letter tabled to the Council from Goldfields Pictures Ltd. The letter expressed concerns about Council's request that movie sessions should conclude prior to 11.00pm, to enable appropriate connections with the last trams for the night. The company, it was reported, was anxious not to provide an 'inferior' experience to their patrons to acquiesce to the request of the Council. A number of suggestions were debated by Councillors these were provided as a response to Goldfields Pictures Ltd. See [Figure 3](#), *Kalgoorlie Miner*, Wednesday 30 July 1941.

In the gold mining area of north east Western Australia the towns of

Pictures and Tram Service
KALGOORLIE COUNCIL
DISCUSSION

In a letter read at the Kalgoorlie Municipal Council's meeting on Monday night, Goldfields Pictures, Ltd. said that they were anxious to accede to the council's request that picture programmes should conclude before 11 p.m. so that patrons could catch special trams leaving Hannan street at that time. The company was reluctant, however, to "inflict" inferior entertainment on the public by reducing the length, or even deleting from the programme altogether, shorts which, they considered, were of particular interest, or by substituting 70-minute films for 90-minute films, in order to accede to the council's request.

Councillors agreed that shorts, and special films, such as a "March of Time," were frequently the best part of a programme, and hastened to assure Goldfields Pictures, Ltd. that they would not be in favour of the reduction of the length of such features.

Cr. Philpott suggested that five minutes should be cut off the interval, and Cr. Hehir suggested that Goldfields Pictures, Ltd. should delete the programme "trailers" or previews of coming films.

The council instructed the town clerk to write to Goldfields Pictures, Ltd. informing the company of councillors' suggestions.

Figure 3

TRAMWAY TIME-TABLE.
FROM NOVEMBER 1.
Leaves Leonora—

Week Days,	Sundays.
at 9 a.m.	at 1.30 p.m.
c 10 "	2 "
at 11 "	at 2.30 "
1.45 p.m.	3.30 "
3.30 "	5 "
5 "	6.45 "
6 "	8 "
7 "	9 "
8 "	9.50 "
a 9 "	
10 "	
10.50 "	
a 11.50 "	

Leaves Gwalia—

Week Days,	Sundays.
at 9.25 a.m.	at 2 p.m.
c 10.25 "	2.30 "
at 11.25 "	at 3 "
2.10 p.m.	4 "
3.55 "	5.30 "
5.30 "	7.10 "
6.25 "	8.50 "
7.25 "	9.25 "
8.30 "	10.15 "
a 9.25 "	
10.25 "	
11.15 "	
a 12.5 "	

c Runs from 5th to 8th (inclusive) of each month only.
 d Football or sports Sundays.
 e Runs on Saturdays only.
 Special trams will run when required on holidays, and for concerts, sports, etc.
 Arrangements for specials to be made with Town Clerk.

Figure 4

Leonora and Gwalia were served by a steam tram (later electric and finally by a converted truck before closure due to the power generator being destroyed by fire). A timetable from The Mount Leonora Miner on Saturday 18 March 1905 two years before the introduction of the electric tram shows a late Saturday evening only service departing Leonora at 11.50pm which one might assume was for the late theatre crowd. The service departed Gwalia for home at 12.05am on the Sunday morning. The timetable also noted that 'special trams will run, when required on holidays... concerts, sports, etc.' - see [Figure 4: Leonora – Gwalia tram timetable, 1905.](#)

In Victoria the three largest cities outside Melbourne – Geelong, Ballarat and Bendigo all had tram systems run, in the final decades of operation, by the State Electricity Commission. Geelong closed in 1956, Ballarat in September 1971 and Bendigo in 1972. Extracts from the public timetables for Geelong noted that trams marked with the dagger (†) symbol are subject to "terminating times of entertainment, but no later than 11.15pm". I speculate that there may have been an agreement among the various city cinemas in regards to their respective features to enable intending passengers not to miss the last tram.—see [Figure 5, Geelong tram timetable extract for the](#)

OUT To BELMONT From Cr. Moorabool & Ryrie Sts.				IN From BELMONT To Cr. Moorabool & Ryrie Sts.			
Night Sign: WHITE MON. to FRI.				Night Sign: WHITE MON. to FRI.			
6.32 a.m.	11.7 "	3.15 "	7.15 "	6.45 a.m.	11.23 "	3.31 "	7.31 "
6.50 "	11.25 "	3.30 "	7.30 "	7.5 "	11.41 "	3.48 "	7.48 "
7.8 "	11.43 "	3.45 "	7.45 "	7.22 "	12.1 p.m.	4.1 "	8.1 "
7.25 "	12.2 p.m.	4.0 "	7.55 "	7.40 "	12.16 "	4.16 "	8.18 "
7.44 "	12.15 "	4.15 "	8.8 "	8.0 "	12.31 "	4.31 "	8.23 "
7.53 "	12.30 "	4.30 "	8.25 "	8.10 "	12.46 "	4.46 "	8.41 "
8.2 "	12.45 "	4.45 "	8.45 "	8.18 "	1.1 "	5.1 "	8.59 "
8.28 "	1.2 "	5.0 "	9.1 "	8.35 "	1.16 "	5.16 "	9.17 "
8.38 "	1.15 "	5.15 "	9.18 "	8.54 "	1.31 "	5.31 "	9.35 "
8.58 "	1.30 "	5.30 "	9.37 "	9.17 "	1.46 "	5.46 "	9.53 "
9.29 "	1.45 "	5.45 "	9.55 "	9.35 "	2.1 "	6.1 "	10.11 "
9.37 "	2.0 "	6.2 "	10.12 "	9.53 "	2.16 "	6.16 "	10.29 "
9.55 "	2.15 "	6.15 "	10.30 "	10.11 "	2.31 "	6.31 "	10.46 "
10.13 "	2.30 "	6.30 "	10.46 "	10.29 "	2.46 "	6.46 "	11.0 "
10.31 "	2.45 "	6.45 "	11.5 "	10.47 "	3.1 "	7.1 "	11.18 "
10.49 "	3.0 "	7.0 "		11.5 "	3.16 "	7.16 "	

O—Denotes Malop Street
† Subject to terminating times of entertainments, but not later than 11.15 p.m.

Figure 5

weekday Belmont service.

Melbourne provided special theatre and picture trams but these were not shown in the public timetables. Many of these services ran as short workings from intermediate terminuses on a specific route. Brisbane was another city that provided such services.

Buses

Bus companies in the main were the

most prolific in providing services for the film and theatre patron until at least the 1970s in certain places. Prior to the introduction of television in 1956 picture and theatre buses were very common but dramatically disappeared (as did cinemas) when television made inroads. The increasing uptake of private car use also saw the death knell for many of these services (and widespread reductions of bus services across the board).

Figure 6

WEST ALBURY SERVICE WEEK DAYS		EAST ALBURY SERVICE WEEK DAYS		NEWMARKET SERVICE WEEK DAYS	
LEAVES PAYNES BON MARCHE	LEAVES DAY STREET	LEAVES GLOBE HOTEL FOR EAST ALBURY	LEAVES WALSH ST. FOR CITY CENTER	LEAVES GLOBE HOTEL	LEAVES EAST ROAD
8.35 a.m.	8.40 a.m.	7.00 a.m. (to Wool Mills)	8.35 a.m.	7.00 a.m.	6.50 a.m.
9.55	10.00	8.15	9.10	8.55 †	9.00 †
11.45	11.50	12.05 p.m.	10.35	10.15	9.00 †
1.45 p.m.	1.50 p.m.	2.00	1.35 p.m.	12.05 p.m.	10.30
3.00	3.05	3.50 † (from Schools)	2.55	2.00	1.30 p.m.
3.30 ‡ (from Schools)	3.40	5.30		3.50 ‡ (from Schools)	2.50
5.05	5.10			5.30	4.45 ‡
7.10 †	7.15 *			11.00 † (after pictures)	5.15
11.00 † (after Pictures)		11.00 † (after Pictures)	7.05 †		7.00 †
					‡ Not via Alexander St.
SATURDAYS		SATURDAYS		SATURDAYS	
8.40 a.m.	8.45 a.m.	LEAVES GLOBE HOTEL	LEAVES WALSH ST.	LEAVES GLOBE HOTEL	LEAVES EAST ROAD
9.55	10.00	10.15 a.m.	8.35 a.m.	10.15 a.m.	8.25 a.m.
11.50	11.55	12.10 p.m.	10.35 a.m.	12.10 p.m.	10.30
7.10 p.m.	7.15	11.00 (after Pictures)	7.05 p.m.	11.00 (after pictures)	7.00 p.m.
11.00 (after Pictures)					
* Via Thorold Street		Public holidays no buses.		Public holidays no buses	
‡ School days only		‡ School days only		‡ School days only	
† Friday and Saturday only		† Friday and Saturday only		† Friday and Saturday only	
West Albury route via Dean St., Howlong Rd., Day St., Solomon St., Howlong Rd., Mott St., Millar St., Pemberton St., Thurgoon St. to Dean St.		When schools are on holiday a bus will leave the Globe Hotel at 4 p.m. for Newmarket and Hume Weir.		When schools are on holiday a bus will leave the Globe Hotel at 4 p.m. for Newmarket and Hume Weir.	
		East Albury route via Dean St., Parkinson St., Centenary St., Walsh St., Jamieson St., Mount St., Electra St.		HUME WEIR SERVICE	
				WEEK DAYS	
				LEAVES GLOBE HOTEL	LEAVES HUME WEIR
				7.00 a.m. (from P.O.)	8.00 a.m.
				3.50 ‡ (from Schools)	4.35 p.m.
				SATURDAY, SUNDAY AND PUBLIC HOLIDAYS	
				NO BUSES	
				‡ School days only	
				When schools are on holiday a bus will leave the Globe Hotel at 4 p.m. for Hume Weir.	

Figure 7

<p>Field & District Hospital</p> <p>MONDAY TO FRIDAY</p> <p>8.25 a.m. (via Goldsmith, Kinghorne, Auburn, Clissen, Bourke and Clifford Sts.)</p> <p>8.50 a.m. (School Bus)*</p> <p>10.25 a.m. (via Goldsmith, Kinghorne, Joshua, Lagoon and Auburn Street.)</p> <p>12 noon (via Auburn, Kinghorne and Goldsmith Streets).</p> <p>1.05 p.m. (via Auburn St. to Smith Homes)</p> <p>1.40 p.m. (Craig's' Cnr. via Goldsmith, Kinghorne, Auburn Streets).</p> <p>2.10 p.m. (via Goldsmith, Kinghorne, Auburn streets).</p> <p>2.45 p.m. (via Goldsmith, Kinghorne, Joshua and Lagoon Streets).</p> <p>3.30 p.m. (via Goldsmith, Kinghorne, Joshua and Lagoon Streets).</p> <p>4.15 p.m. (via Kinghorne and Goldsmith Streets).</p> <p>5.09 p.m. (via Auburn, Kinghorne and Goldsmith streets).</p> <p>5.25 p.m. (via Auburn, Kinghorne and Goldsmith Streets).</p> <p>TUESDAYS & FRIDAYS ONLY</p> <p>7.00 p.m. Craig's Corner (via Goldsmith, Kinghorne, Union and Lagoon Streets)</p> <p>*Does not run during School Holidays.</p>	<p>SATURDAY</p> <p>8.35 a.m. (via Goldsmith, Kinghorne, Auburn Streets).</p> <p>10.25 a.m. (via Goldsmith, Kinghorne, Joshua and Lagoon Streets).</p> <p>12.00 noon (via Auburn, Kinghorne, return Goldsmith Streets).</p> <p>12.35 p.m. (via Auburn and Kinghorne Streets, return Goldsmith Street).</p> <p>1.05 p.m. (via Auburn, Kinghorne and Goldsmith Streets).</p> <p>Bus from Craig's Corner after Matinee.</p> <p>7.00 p.m. (via Goldsmith, Kinghorne, Union and Lagoon Streets).</p> <p>After Pictures.</p> <p>SUNDAY</p> <p>6.40 a.m. (via Goldsmith, Kinghorne to North Goulburn Catholic Church, returning after service)</p> <p>1.40 p.m. (via Auburn, Kinghorne and Goldsmith Streets).</p> <p>3.50 p.m. (via Goldsmith, Kinghorne and Auburn Streets).</p> <p>General Cemetery</p> <p>SYDNEY ROAD</p> <p>SUNDAY</p> <p>Leaves Clinton Street: 2.30 p.m.</p> <p>Leaves Cemetery: 3.50 p.m.</p>	<p>GOULBURN BUS SERVICE</p> <p>(Arthur E. Paeker Pty. Ltd.)</p> <p>Proprietors</p> <p>124 MAUDE STREET</p> <p>P.O. Box 231. Phone: 2320</p> <p>TIME-TABLE</p> <p>Kenmore & North Goulburn Garfield-Field Eastgrove—West Goulburn City View (Migrant Hostel)</p> <p>Weekly concession tickets available to school children and business people travelling on time-table runs for two trips per day, morning and evening only, Monday to Friday.</p> <p>NO WEEKLY TICKETS ISSUED AFTER MONDAY OF EACH WEEK.</p> <p>All Weekly Tickets must be shown to Driver on entering bus, otherwise Single Fare will be charged.</p>
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Without further information, this is just speculation.

Goulburn was another town that provided a service for picture patrons however a specific time of departure was not shown (so a reasonable amount of local knowledge would be needed). Goulburn was served by two theatres – the Hoyts Ritz and the Odeon.—see [Figure 7: Extract of Goulburn bus timetable.](#)

Regional centres in Victoria including Bendigo, Latrobe Valley and Portland all provided a picture bus. Kangaroo Flat Buslines operated the main trunk route to Kangaroo Flat, a southern suburb of Bendigo. On Wednesdays and Fridays even up to 1970 a special picture bus service operated departing the outer terminus at 10.45pm for the city and heading home at 11.00pm as shown in the timetable extract - [Figure 8: extract of Kangaroo Flat bus timetable.](#)

Figure 8 KANGAROO FLAT — BENDIGO

MONDAY TO FRIDAY

AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
F	C	H	B	T	L	KF	BGO	BGO	KF	L	T	B	H	C	F		
						6.25	6.37		6.40	6.48			6.50				
			6.50			6.55	7.05		7.15	7.22			7.26	7.24			
		7.24	7.26			7.30	7.40		7.40	7.48			7.50		7.53	7.55	
7.55	7.53		8.00	8.00	8.00	8.15	8.25		8.25	8.45							
		8.00				SPECIAL	8.05	GIRLS	SCHOOL								
						SPECIAL	8.05	8.20	8.20	8.30							
						SHORT FROM ALDER ST.	8.15	8.45	8.45	8.55							
			8.25	8.30			8.35	8.50	9.05	9.15							
							9.35	9.50	10.05	10.18			10.28		10.23	10.25	
		9.55	10.05	9.45	9.50	10.05	10.20		10.35	10.48		10.50	11.00	10.55			
10.25	10.22		10.30			10.35	10.50		11.05	11.20			11.22		11.23	11.25	
		10.55	11.00	10.50		11.05	11.20		11.35	11.48	11.50		12.00	11.55			
11.25	11.22		11.30			11.35	11.50		12.05	12.20			12.22				
		11.55	12.00		11.50	12.05	12.20		12.35	12.48		12.50	1.00	12.55			
			12.30			12.35	12.50		1.05	1.20			1.22		1.23	1.25	
		12.55	1.00	12.50		1.05	1.20		1.35	1.48	1.50		2.00	1.55			
1.25	1.23		1.30			1.35	1.50		2.05	2.20			2.22		2.23	2.25	
		1.55	2.00		1.50	2.05	2.20		2.35	2.48		2.50	3.00	2.55			
2.25	2.23		2.30			2.35	2.50		3.05	3.20			3.25				
		2.55	3.00	2.50		3.05	3.20		3.35	3.48			4.00	3.55			
			3.35			3.40	3.55		4.05	4.20			4.25		4.27	4.30	
		3.55	4.00			4.05	4.20		4.35	4.48	4.55	4.50	5.02	5.00			
4.30	4.27		4.33			4.35	4.55		5.00	5.18			5.22	5.20			
						*SPECIAL	*4.45	5.00	*5.15	5.30			5.34	5.32			
		5.00	5.02	4.50	4.55	5.05	5.20		5.30	5.45			5.50	5.48			
		5.20	5.22			5.25	5.35		5.45	6.00	6.06	6.03	6.17	6.10	6.12	6.15	
7.10	7.08	7.05	7.12	7.00	7.03	7.14	7.30		7.45	7.53	7.55	7.51	8.03	7.59	8.00	8.01	
WEDNESDAY AND FRIDAY NIGHTS ONLY																	
10.45	10.42	10.40	10.46	10.30	10.33	10.50	11.00		11.00	11.08	11.12	11.10	11.20	11.15	11.17	11.18	

Surprisingly, many regional centres across the country operated picture buses for many years even up to the 1970s. In Albury, McFarlane's Roadlines operated local town services to East and West Albury and Newmarket. See [Figure 6. Extract of McFarlane's Roadlines timetable, February 1962.](#) Picture buses operated in and out of the centre of town on all routes except Hume Weir on Fridays and Saturdays. On the Newmarket route on Saturdays, there was a seven hour gap between the cessation of

normal services for the day and the picture bus. Interestingly the dagger symbol is also used to denote these services. The departure times on all routes is more or less the same but I am unable to determine how many buses the McFarlane's business had, because it would require (according to the information shown on the timetable) three buses. An assumption could be made that one bus might have traversed three routes commencing with (say) the East Albury, then West and finishing on the Newmarket run.

In Melbourne numerous picture buses were operated and supported local theatres. For example, Clarinda Transit (and perhaps previous owners Quince and Arthur Papps) provided picture buses around 11.00pm from Oakleigh to Clarinda and possibly Clayton on route 103A. There were two theatres in Oakleigh – the Paramount in Warragul Road (recently demolished) and the Plaza in Portman Street (converted now to apartments after serving as a squash court complex at one time) which were served by the 103A. Standing loads were the norm after the cessation of the Saturday evening shows with people standing in the stairwell – a practice not allowed today!

Route 10 operated between Camberwell Junction and Hawthorn Bridge and later became the 608 operated by Hawthorn Bus Service and Ventura before closing in the late 1980s. Information provided by a colleague for this article noted that route 10 buses did provide at some stage a service for Rivoli Cinema patrons in Camberwell Road and that loadings were very good.

Queensland's towns and regional centres (such as Townsville and Innisfail) provided picture bus services. Many operators availed

Figure 9

**BUS ARRANGEMENTS FOR
SHOW—Friday and Saturday**

COUCHE STREET—Friday
Depart Couche St., 1.15 p.m., 2.05 p.m., 5.15 p.m., 5.45 p.m.
Depart Show Ground, 1.40 p.m., 5.00 p.m., 5.30 p.m., 6.00 p.m.
Also Picture Bus

COUCHE STREET—Saturday
Ordinary Time-Table, plus the following:—
Depart Couche Street,
1.00 p.m., 1.30 p.m., 2.00 p.m., 5.15 p.m., 5.45 p.m.
Depart Show Ground,
1.15 p.m., 1.45 p.m., 5.00 p.m., 5.30 p.m., 6.00 p.m.

TOWN CIRCUIT—Saturday Only
Continuous service from Penneys Bus Stop through Edith,
Street to Ground between 10.30 a.m. to 2.30 p.m., and 4.30
to 6.00 p.m. and 9.00 p.m. to 10.00 p.m. from Show Ground
to Town.

GARRADUNGA
No Bus on Friday. Complete Saturday Time-table on Saturday.

GOONDI—Friday—Sunday Time-table
Plus special from Innisfail at 11.00 a.m. and ordinary picture
Bus to and from at night. Saturday as usual Saturday.

MOURILYAN—Friday—Sunday Time-table
Saturday as ordinary, plus special; depart Mourilyan 1.00 p.m.
depart Innisfail 6 and 8 p.m.

COWLEY—Friday—Sunday Time-table
Plus special from Cowley at 7.40 a.m. Saturday ordinary plus
special from Innisfail at 8.00 p.m.

**SOUTH JOHNSTONE—Friday—
Sunday Time-table**
Saturday ordinary plus special from South Johnstone at 1.20
p.m. and from Innisfail at 6.00 p.m. and 8.00 p.m.

JAPOONVALE—Friday—8.30 a.m.
Leave Innisfail After Pictures.
Saturday ordinary plus special from Innisfail at 8 p.m.
(2TB)

themselves of the local newspapers to advertise their services. Such an example was published in Innisfail's *The Evening Advocate*, on Wednesday 14 July 1954 in connection with the local agricultural show. See [Figure 9. Advertising, The Evening Examiner, 1954.](#)

Port Augusta was one of several South Australian towns and cities to have a local town bus service. Charles F. Brown and Associates from Adelaide was an advertising agency which

published timetable booklets very similar to those from Testro Brothers in Melbourne. Here an undated Port Augusta timetable shows picture bus services operating on the Hospital and West Side routes. [Figure 10: extract of Port Augusta bus timetable](#) and [Times front cover: Cover of Port Augusta bus service timetable.](#)

Even Darwin in the 'Top End' provided a picture bus for residents. The Star Theatre, opened in 1929, was in Smith Street, Darwin. The Northern

Standard on Thursday 17 December 1953 in the classifieds section ran an advertisement regarding the holiday bus schedules which included details of picture buses from Winnellie and Nightcliff.

Finally the adequacy (or otherwise) of picture bus services generated some correspondence to the editor of a newspaper. On Tuesday 19 June 1945 in the Launceston Examiner a letter from "ALMOST SUFFOCATED" was published, noting the overcrowding of the 11.00pm picture bus [Figure 11 Letter to the editor, Launceston Examiner.](#)

The Launceston Star Picture Theatre is shown on our page 12 (bottom).

The future?

As mentioned earlier the onset of television resulted in a significant decline in cinemas across the country which had a knock-on effect on public transport providers. Families stayed at home rather than venture out each week to be entertained in front of the big screen. Increasing car ownership also made inroads into fare box revenues which resulted in drastic reductions in services or complete closure. However it could be argued that the survival, in fact revival, of boutique cinemas coupled with the introduction of 24 hour public transport in certain cities across Australia ... could we see the picture bus once again?

References

National Library of Australia's 'Trove' database and the CATHS archive were used in the preparation of this article. The timetable images are from the author's personal collection unless otherwise indicated.

- i. Victorian Railways. (1961) Country lines timetable: Winter 1961. Melbourne, Vic.: Victorian Railways.
- ii. Ibid.
- iii. 1941 'Pictures and Tram Service', Kalgoorlie Miner (WA : 1895 - 1950), 30 July, p. 4. , viewed 17 Jun 2019, <http://nla.gov.au/>

Figure 10

Bus leaves Mt. Leon. Town 9-53 10-53 11-53
Edinburg Str 9-57 10-57 11-57

Port Augusta Bus Service

SATURDAY	
Post Office to West Side	West Side to Post Office
9:15 a.m.	9:25 a.m. xx
10:15 a.m.	10:25 a.m. xx
11:15 a.m.	11:25 a.m. xx
2:30 p.m.	2:40 p.m.
4:15 p.m.	4:25 p.m.
6:35 p.m.	6:45 p.m. xx
7:25 p.m.	7:30 p.m.
8:25 p.m.	8:35 p.m.
	9:30 a.m. xx
	10:30 a.m. xx
	11:35 a.m. xx
	2:00 p.m. xx
	3:25 p.m.
	6:50 p.m. xx
	7:45 p.m.
	8:05 p.m. xx

xx Indicates Buses will run via Martini's Corner
 Post Office to Willesdon Saturday Only.
 9:30 a.m. xx 10:30 a.m. xx 11:35 a.m. xx
 Bus via Hospital After Pictures
 Bus to West Side After Pictures

Pt. Augusta Radio Cabs
 Phone: 207
Service AT CALL!
 Around the clock service with latest model Customline—Plymouth Holden Sedans
ROY GRANTHAM Proprietor

YOUNGS
 The Departmental Store Since 1861
 for your Groceries, Drapery, Furniture, Hardware
 Fancygoods—Men's Wear
 For Value and Service
YOUNG & GORDON LTD.
 Commercial Road, Pt. Augusta
 Pt. Augusta West
 P.O. Box 1 Phones 4 and 292

Figure 11

East Launceston Buses

Sir,—Now that the bus service to East Launceston has been improved by the additional 8 a.m. run, which will be greatly appreciated by those who have to be at work before 9 a.m., perhaps the council will soon be able to restore the 10.10 p.m. service from town. This bus would prevent the present terrific overloading of the 11 p.m. picture bus, the discomforts of which are almost unendurable at times. If we still had the 10.30 p.m. service those people other than the theatre crowd could avail themselves of this bus and so lessen the mad scramble for breathing space on the last bus. Also visitors to East Launceston wishing to connect with 11 p.m. trams and buses from the city to other suburbs would find this service most convenient.

The Abbott St. run has always shown the greatest passenger figures, so this request should receive some consideration.—ALMOST SUFFOCATED.

- iv. 1905 'TRAMWAY TIME-TABLE.', The Mt. Leonora Miner (WA : 1899 - 1910), 18 March, p. 4. , viewed 17 Jun 2019, <http://nla.gov.au/nla.news-article233193634>
- v. State Electricity Commission of Victoria. (194?) Geelong tram timetable. [Geelong, Vic.: The Commission].
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- vii. Goulburn Bus Service. (195?) Bus timetable. Goulburn, NSW: Goulburn Bus Service.
- viii. Kangaroo Flat Buslines. (1970). Bus timetable. Bendigo, Vic.: Kangaroo Flat Buslines.
- ix. Information provided by Paul Kennelly, Bus & Coach Society of Victoria.
- x. Information provided by Paul Nicholson
- xi. 1954 'Advertising', The Evening Advocate (Innisfail, Qld. : 1941 - 1954), 14 July, p. 7. , viewed 17 Jun 2019, <http://nla.gov.au/nla.news-article212586014>
- xii. Charles F. Brown and Associates (195?). Country coach timetable: Port Augusta bus service. Adelaide, SA: Charles F. Brown and Associates.
- xiii. 1945 'Letters to the Editor', Examiner (Launceston, Tas. : 1900 - 1954), 19 June, p. 4. , viewed 17 Jun 2019, <http://nla.gov.au/nla.news-article91472163>

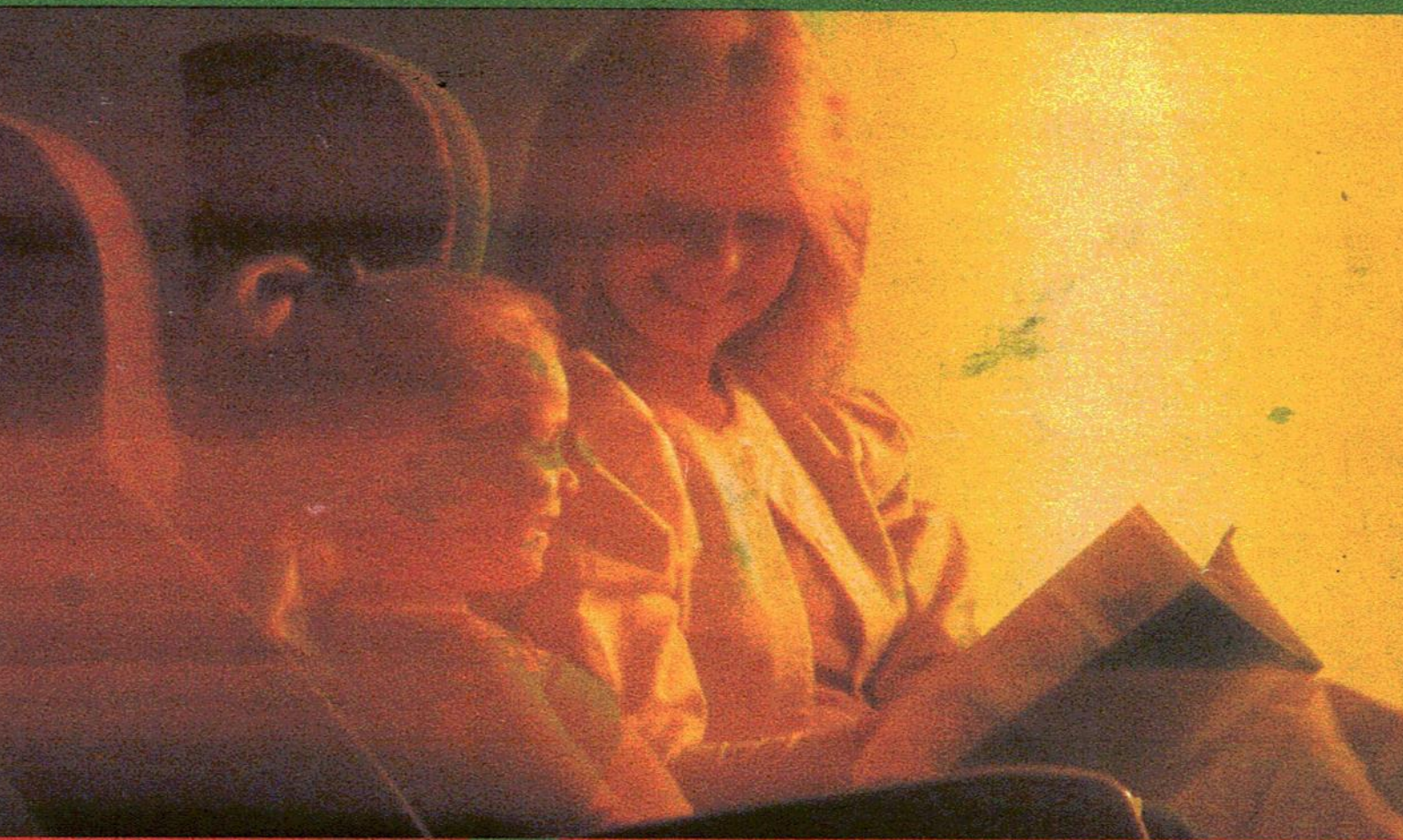
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Timetables for InterUrban, InterCity and InterState Services.

FROM AUGUST 21, 1983.



VLINE

STATE TRANSPORT AUTHORITY VICTORIA

Fifty Cents